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FY 1995-1996

# UPWP

UNIFIED PLANNING WORK PROGRAM

## CALHOUN AREA TRANSPORTATION STUDY

MAY 1995

*The preparation of this work program has been financed in part by the U.S. Department of Transportation, and prepared by the staff of the East Alabama Regional Planning and Development Commission in cooperation with the Bureau of Multimodal Transportation, and the Alabama Department of Transportation.*

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Resolution 366

BE IT RESOLVED by the Metropolitan Planning Organization (MPO) of the Calhoun Area Transportation Study that the proposed Fiscal Year 1996 Unified Planning Work Program and supporting budget, be adopted

Pass and adopted this 11th day of May, 1995.



Chairman  
Metropolitan Planning Organization

  
ATTEST

**PART I. INTRODUCTION**

## Purpose of the UPWP

The Unified Planning Work Program (UPWP) is the planning document that guides the MPO staff in fulfilling its planning responsibilities for the upcoming year. Comprised of tasks that can be changed as the planning needs change, it is intended to serve as both a work program and a guide for the transportation planning process. All of the tasks are linked in some fashion, and when taken as a whole, provide the means for a cooperative, continuing, and comprehensive planning process that considers the factors specified by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The development of the UPWP is the joint responsibility of the Alabama Department of Transportation, Bureau of Multimodal Transportation, and the staff of the Metropolitan Planning Organization (MPO).

## The Transportation Planning Process

The MPO for the Calhoun Area Transportation Study (CATS) signed its joint agreement concerning the transportation planning process with the Alabama Department of Transportation (ADOT) in 1975, in accordance with the Federal Aid Highway Act of 1962. The 1962 Act specified that urbanized areas (population greater than 50,000) must develop a "3C transportation planning process" - a process that is comprehensive, cooperative, and continuing, for federal-aid projects approved after July 1, 1965. A new agreement was signed with the ADOT in 1976, stipulating the various duties and responsibilities of the parties involved.

The ISTEA of 1991 revised requirements for the transportation planning process undertaken by the MPO. The 1991 Act lists 15 factors that must be considered as part of the planning process:

- (1) Preservation and efficient use of existing facilities.
- (2) Energy conservation.
- (3) Congestion relief.
- (4) Land use and development consistency.
- (5) Transportation enhancements.
- (6) Effects of non-federally funded projects.
- (7) Access to transportation facilities, freight routes, national parks, historic sites, and military installations.
- (8) Connectivity with roads outside the metropolitan area.
- (9) Required management systems.
- (10) Right-of-way preservation.
- (11) Efficient freight movement.
- (12) Life cycle costs in design and engineering.
- (13) social, economic, energy and environmental effects.
- (14) Transit services, and
- (15) Transit security

The MPO will begin reviewing its existing planning process to see if these factors are being adequately considered, and where necessary, modify its process to consider any factors that are not currently being adequately considered. All of the ISTEA requirements for the planning process must be complied with by October 1, 1993. However, the ISTEA also allows "abbreviated procedures" for the development of plans and programs for certain urbanized areas of less than 200,000 population - a simplified planning process. In accordance with the abbreviated procedures provisions of the ISTEA, this UPWP considers most, but not all, of the above listed factors. At a minimum, the MPO intends over the course of this annual work program to carry on its current planning process, yet to intensify and broaden efforts related to surveillance, data management, services, and studies (tasks 6 and 8) and to add new tasks for bicycle planning and intermodal management (tasks 14 and 15). This more intensified and broadened work

program should enable the MPO to ultimately add factors for consideration in future year work programs.

### **Organization and Management**

The Calhoun Area Transportation Study (CATS) consists of five municipalities as well as Calhoun County and a portion of northern Talladega County. The five municipalities are Anniston, Hobson City, Jacksonville, Oxford, and Weaver. The organizational body for the study is known as the Metropolitan Planning Organization (MPO). The MPO centers around three committees: The Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee. The East Alabama Regional Planning and Development Commission serves as the MPO's support staff.

The **Policy Committee** consists of elected officials within the study area. Meetings are normally scheduled as needed. The role of the Policy Committee is as follows:

- To organize and elect a Chairman, Vice-Chairman, Secretary and adopt rules and bylaws.
- Appoint members of the Technical and Citizen Advisory Committees
- Appoint a Transportation Process Coordinator.
- Take official action on recommendations by the Technical and Citizens Advisory Committees.
- Adopt goals and objectives to guide the Calhoun Area Transportation Study.
- Adopt a Transportation Improvement Program that is updated annually.
- Adopt and submit plans and recommendations to participating agencies, and obtain resolutions of adoption from governing bodies
- Establish a transportation study area boundary.

The Policy Committee yearly reviews and adopts a Unified Planning Work Program and a Transportation Improvement Program. In addition, it approves or disapproves recommended changes in the short range as well as long range transportation plans, and is responsible for approving any changes to the urban boundary, study area, and functional road classification maps. Since they are elected officials, members of the Policy Committee are listed by office, rather than by name. Voting representation is as follows:

- Chairman, Calhoun County Commission
- Member, Calhoun County Commission
- Mayor, City of Anniston
- City Manager, City of Anniston
- Council Member, City of Anniston
- Mayor, Town of Hobson City
- Council Member, Town of Hobson City

Mayor, City of Jacksonville

Council Member, City of Jacksonville

Mayor, City of Oxford

Council Member, City of Oxford

Mayor, City of Weaver

Council Member, City of Weaver

Executive Director, East Alabama Regional Planning and Development Commission

Division Engineer, Alabama Department of Transportation

The **Technical Advisory Committee (TAC)** consists of the technical personnel of operating agencies represented on the Metropolitan Planning Organization and other agencies and departments responsible for the implementation of transportation plans. The TAC's responsibilities are as follows.

To analyze and recommend procedures and standards that will further the transportation planning process of the MPO.

To help coordinate the work of operating departments and agencies participating in the study, and

To analyze and recommend alternate transportation plans and programs to the MPO

The **Citizens Advisory Committee (CAC)** is a committee of local citizens who are interested in transportation issues. Its role in the transportation planning process is as follows:

To review and respond to transportation plans prepared for the area.

To assess local transportation needs as perceived by local residents.

To initiate actions related to providing area residents with the opportunity to make suggestions or provide ideas for consideration by the MPO and TAC.

To assess the social, economic, and physical impact of transportation plans submitted by the MPO or TAC, and

To assist the transportation staff, where possible, in the development of specific solutions to area-wide transportation needs.

The CAC consists of three members from each participating jurisdiction, as well as three members from Fort McClellan. In the past, the CAC has never been an active component of the CATS transportation planning process of the area. However, efforts were begun under the FY 1991 and FY 1992 UPWP to activate the CAC and other opportunities for citizen input.

The Transportation Planner for the East Alabama Regional Planning and Development Commission serves as the MPO's **Transportation Process Coordinator**. The coordinator shall perform or direct the planning

staff to perform the following duties

Coordinate the study for the MPO;

Serve as liaison between parties of the agreement,

Inform the public of current transportation issues and programs,

Arrange meetings and set the agenda for the MPO, TAC, and CAC; and

Develop a Unified Planning Work Program each year and carry out the tasks required by each program.



**Part II. TRANSPORTATION PLANNING GOAL, OBJECTIVES, AND WORK PROGRAM**

## Transportation Planning Goal

The goal of the metropolitan transportation process is to advance the "Declaration of Policy Intermodal Surface Transportation Efficiency Act (sec 2, H R 2950) "

*It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner*

*The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic developing and supporting the Nations' preeminent position in international commerce*

*The National Intermodal Transportation System shall include a National Highway System which consists of the National System of Interstate and Defense Highways and those principal arterial roads which are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and international commerce and border crossings*

*The National Intermodal Transportation System shall include significant improvements in public transportation necessary to achieve national goals for improved air quality, energy conservation, international competitiveness, and mobility for elderly persons, persons with disabilities, and economically disadvantaged persons in urban and rural areas of the country*

*The National Intermodal Transportation System shall provide improved access to ports and airports, the Nation's link to world commerce*

*The National Intermodal Transportation System shall give special emphasis to the contributions of the transportation sectors to increased productivity growth. Social benefits must be considered with particular attention to the external benefits of reduced air pollution, reduced traffic congestion and other aspects of the quality of life in the United States*

*The National Intermodal Transportation System must be operated and maintained with insistent attention to the concepts of innovation, competition, energy efficiency, productivity growth and accountability. Practices that resulted in the lengthy and overly costly construction of the Interstate and Defense Highway System must be confronted and ceased.*

*The National Intermodal Transportation System shall be adapted to "intelligent vehicles", "magnetic levitation systems" and other new technologies wherever feasible and economical, with benefit cost estimates given special emphasis concerning safety considerations and techniques for cost allocation*

*The National Intermodal Transportation System, where appropriate, will be*

*financed, as regards Federal appointments and reimbursements, by the Highway Trust Fund. Financial assistance will be provided to State and local governments and their instrumentalities to help implement national goals relating to mobility for elderly persons, persons with disabilities and economically disadvantaged persons.*

*The National Intermodal Transportation System must be the centerpiece of a national investment commitment to create the new wealth of the Nation for the 21st century.*

*The Secretary shall distribute copies of this Declaration of Policy to each employee of the Department of Transportation and shall ensure that such Declaration of Policy is posted in all offices of the Department of Transportation.*

### **Transportation Planning Objectives**

The metropolitan transportation planning process intends to carry out abbreviated procedures yet intensify and broaden its current scope of urban transportation planning tasks to achieve the following objectives which give due consideration to the referenced "factors to be considered" by the ISTEA (see "Transportation Planning Process" in Part I Introduction):

Preserve existing transportation facilities and, where practical, develop ways to meet transportation needs by using existing transportation facilities more efficiently (Factor 1).

Maintain consistency of transportation planning with applicable federal, state, or local energy conservation programs, goals, and objectives (Factor 2).

Relieve congestion and prevent congestion from occurring where it does not yet occur (Factor 3)

Maintain consistency with local land use and development plans and consider the effects on land use and development patterns (Factor 4).

Coordinate the programming of expenditures on transportation enhancement activities within the metropolitan area (Factor 5)

Coordinate non-federally funded transportation projects within the metropolitan area (Factor 6).

Improve access to airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monument and historic sites, and military installations (Factor 7)

Improve connectivity of roads within the metropolitan area with roads outside the metropolitan area (Factor 8).

Preserve rights-of-way for construction of future transportation projects (Factor 10).

Develop methods to enhance the efficient movement of freight (Factor 11)

Promote the use of life-cycle costs in the design and engineering of bridges, tunnels, or

pavement (Factor 12)

Improve the overall social, economic, energy, and environmental effects of transportation decisions (Factor 13).

Develop methods to expand and enhance transit service and to increase the use of such services (Factor 14)

### **Transportation Planning Work Program**

The tasks included in this UPWP are designed to follow a simplified planning process in accordance with the ISTEA abbreviated procedures. Each of the tasks addresses one or more of the required factors to be considered and are designed to carry out the previously stated goal and objectives for the CATS transportation planning process. Highlights of the tasks to be undertaken by the MPO in the coming year are as follows

Two new tasks for bicycle planning and intermodal management have been added, while some existing tasks have been revised to address the broadened requirements of the ISTEA

The work program seeks to update and expand the current transportation planning database to include land use and environmental data. Further, the work program calls for the identification of rights-of-way affected by planned transportation improvements. Existing computer-aided mapping and geographic information system equipment will be available to MPO staff to manage the database and improve analytical and mapping capabilities. Emphasis will be placed on completing the database required for long-range transportation planning.

Work will continue on transportation modeling as the database required for the model is brought up-to-date. This will allow the MPO staff to perform such planning activities as corridor studies and alternatives analysis.

Mechanical traffic counters and computer software will be used to evaluate traffic volume counts and speed studies, as well as to help calibrate the transportation model.

New services and special transportation studies and projects will be made available to participating jurisdictions within the metropolitan area.

Documents and maps resulting from the transportation program will be available for public distribution.

Opportunities for public participation have been and will continue to be enhanced through a more active citizen advisory committee, publication and posting of notices, and media announcements to inform the public of transportation planning activities.

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**TASK 1. STUDY ADMINISTRATION AND MANAGEMENT.**

**1 Purpose.**

To administer the transportation planning program as efficiently as possible so as to maximize the use of human and capital resources. To comply with all federal mandates such as Title VI, USDOT drug free workplace requirements, and the Americans with Disabilities Act

**2. Previous Work.**

The staff of the East Alabama Commission has managed the transportation program during the previous years. The Commission, which serves as the MPO planning agency, has adopted a drug-free workplace program and has initiated a transition plan for compliance with the Americans with Disabilities Act. East Alabama staff have made presentations to local groups concerning area transportation projects as well as on the planning process in general

**3 Methodology.**

Contact with local and state agencies will be maintained. Meetings will be held, as appropriate, to discuss transportation issues that concern the area. EARPDC staff will make transportation presentations to any interested parties at their request

**4 Product.**

A useful, well managed transportation planning program

**5 Staffing.**

East Alabama Commission

**6 ISTEA Factors Considered.**

1,2,3,4,5,6,7,8,10,11,12,13,14

**7 Financial Responsibility.**

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 4,575
State Share	ADOT	1,144
PL	FHWA	30,000
Local Match	EARPDC	7,500
Sec 8	FTA	2,700
Local Match	EARPDC	675
TOTAL		\$ 46,594

## TASK 2. PREPARE TRANSPORTATION IMPROVEMENT PLAN

### 1. Purpose.

To identify transportation projects recommended for advancement during the period, to prioritize projects to be carried out in each three year period after initial adoption of the TIP, to develop a complementary financial plan, to stage multi year implementation of projects drawn from the long range plan, and to increase opportunities for citizen input and comment

### 2 Previous Work.

The MPO has approved projects initiated by the Alabama Department of Transportation, as well as projects submitted by local participants in the transportation study area, and has adopted a Transportation Improvement Program each year.

### 3. Methodology.

To work with the MPO, TAC, and CAC in developing a realistic TIP for the urban area that includes a financial element for the prioritized projects of the first three years. To increase public notice of such meetings at which the TIP is considered for adoption and seek the input of the CAC

### 4 Product.

A five year transportation plan that is updated annually, and reflects realistic cost and revenue estimates for the first three year prioritized projects.

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### 6. ISTEA Factors Considered.

1,2,3,4,5,6,7,8,11,12,13,14

### 7. Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 3,196
State Share	ADOT	799
PL	FHWA	5,250
Local Match	EARPDC	1,313
Sec. 8	FTA	450
Local Match	EARPDC	113
TOTAL		\$ 11,121

**TASK 3. PREPARE UNIFIED PLANNING WORK PROGRAM.**

**1 Objective.**

To prepare a realistic and useful schedule to transportation planning tasks, and a budget to support the tasks

**2 Previous Work.**

The Unified Planning Work Program for the Calhoun Area Transportation Study has been submitted to and adopted by the MPO each year

**3 Methodology.**

Personal contact will be maintained with transportation planners in other areas to discuss possible tasks that need to be performed. Each agency participating in the transportation planning process will provide information on planning activities for each fiscal year. A document listing the activities, as well as their budget will be compiled for distribution to the involved agencies

**4 Product.**

A document which outlines the transportation planning tasks for the upcoming fiscal year

**5 Staffing.**

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission.

**6 ISTEA Factors Considered.**

1,2,3,4,5,6,7,8,10,11,12,13,14

**7 Financial Responsibility.**

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 4,922
State Share	ADOT	1,231
PL	FHWA	4,000
Local Match	EARPDC	1000
Sec 8	FTA	350
Local Match	EARPDC	88
TOTAL		\$ 11,590

## TASK 4. MASS TRANSPORTATION PLANNING.

### 1. Purpose.

Analyze the management and operation of the Anniston Express transit system. Also, this task will include the preparation and timely submission of reports. Conduct any necessary transit studies.

### 2 Previous Work.

The Section 9 grant that funds the capital and operating costs of the Anniston Express has been applied for each year since the system's beginning. All required reports have been completed and submitted. EAC staff have also completed a variety of neighborhood suitability studies to determine transit demand within the urbanized area.

### 3. Methodology.

Continue to meet application deadlines for grants and reports. Seek any supplemental funding sources for the transit system and provide any feasible opportunities for private enterprise to become involved in the provision of transit-related services.

### 4 Product.

An efficient and well-run transit system.

### 5 Staffing.

Alabama Department of Transportation, Bureau of Multimodal Transportation, and East Alabama Commission

### 6. ISTEA Factors Considered.

1,2,3,4,5,6,7,14

### 7. Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
PL	8,000	\$ 8,000
Local Match	2,000	2,000
Sec 8	FTA	2,613
Local Match	EARPDC	653
TOTAL		\$ 13,266

## TASK 5. MBE/DBE PARTICIPATION.

### 1 Purpose.

To meet the 10 percent MBE/DBE goal.

### 2 Previous Work.

The MBE/DBE list has been kept current MBE/DBE firms have been made aware of any contracting opportunities A DBE firm participated in the production of vehicles purchased by the Anniston Express in FY 91-92

### 3 Methodology.

The MBE/DBE list will be kept updated and these firms will be mailed notices of relevant contracts

### 4 Product.

A program that utilizes the services of MBE/DBE firms and complies with all regulations concerning MBE/DBE firms and services.

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission.

### 6 ISTEA Factors Considered.

13

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
PL	FHWA	\$ 1600
Local Match	EARPDC	400
Sec 8	FTA	500
Local Match	EARPDC	125
TOTAL		\$ 2,625

## TASK 6. SERVICE AND STUDIES.

### 1 Purpose.

To provide the results of transportation analysis to any interested individuals To plan MPO, TAC, and CAC meetings. To answer any inquiries about the status of the transportation program or products. To perform any necessary transportation studies

### 2 Previous Work.

All requests for transportation planning results or data were fulfilled. Documents of the planning program such as the TIP, UPWP, and long range plan have been distributed to local officials as well as any other parties who requested them Traffic counts and socio-economic data have been provided.

### 3 Methodology.

Prepare documents resulting from the transportation program. Distribute maps and data reports of transportation program. Perform special transportation studies as requested by MPO participating jurisdictions.

### 4 Product.

Distribution of transportation information to the MPO and other interested parties. Special transportation studies and reports concerning the study area

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### 6 ISTEA Factors Considered.

4,6,11,13,14

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 15,750
State Share	ADOT	3,938
PL	FHWA	18,300
Local Match	EARPDC	4,575
Sec. 8	FTA	2,500
Local Match	EARPDC	625
TOTAL		\$ 45,688

## TASK 7. PRIVATE ENTERPRISE ACTIVITIES.

### 1 Purpose.

To involve the private sector in the provision of transit and transit related service

### 2 Previous Work.

A Private Sector Participation Plan has been adopted by the MPO. A private contractor was hired to operate the Anniston Express, a local transit system. Proposals have been solicited for private insurance firms to provide insurance on the transit system vehicles. Private marketing firms were contacted about handling marketing for the transit system.

### 3 Methodology.

Any transit-related services that may be provided in the future such as insurance, marketing, capital equipment, or maintenance will be made available for private enterprises, if feasible.

### 4 Products.

A transportation planning program that provides the maximum number of opportunities for private enterprise to become involved in the provision of transportation services.

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### 6 ISTEA Factors Considered.

13.14

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
PL	FHWA	\$ 500
Local Match	EARPDC	125
Sec 8	FTA	500
Local Match	EARPDC	125
TOTAL		\$ 1,250

## **TASK 8. SURVEILLANCE AND DATA MANAGEMENT.**

### **1. Purpose.**

To keep the land use, environmental, and socio-economic data current, to identify right-of-way affected by planned transportation improvements, to develop and maintain computerized records of traffic counts and road inventories, and to develop a geographic information system for use in the transportation planning process.

### **2 Previous Work.**

A complete land use survey was done in 1984. A business inventory was completed that identified the type of business, number of employees, and square footage. A computerized method was developed to forecast population by traffic zone. The traffic zone network was completed and business inventory was updated.

### **3 Methodology.**

Field surveys of current land use will be conducted within the study area. Land use data will be mapped over base maps of the Urbanized area. The base map will be developed on a CAD system from tax parcel maps, Tiger map files, aerial photography, field surveys, and other available cartographic data. This project will be completed on a continuing basis with each jurisdiction within the urbanized area. Environmental data will be assembled and used in the traffic zone data base as appropriate. The business inventory will be updated by telephone calls to employers. In addition, a database of the existing network will be done and include such information as link distance, number of lanes, pavement condition, width of lanes, and lane capacity. A computer-generated map of the major street network will be prepared for future linkage of the database. A list will be prepared of rights-of-way identified for preservation by the MPO. The list will include the mileage involved, an estimate of the total costs (right-of-way), and a strategy for preventing further loss of rights-of-way including the desirability of creating a transportation right-of-way land bank to preserve vital corridors.

### **4. Product.**

Current land use, environmental, and socio-economic data that can be used for plan updates and revisions.

### **5. Staffing.**

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### **6 ISTEA Factors Considered.**

1,2,3,4,7,8,10,11,13,14

**7. Financial Responsibility.**

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 14,000
State Share	ADOT	3,500
PL	FHWA	58,686
Local Match	EARPDC	14,672
Sec. 8	FTA	3,700
Local Match	EARPDC	925
TOTAL		\$ 95,483

## TASK 9. TRANSPORTATION PLANNING EQUIPMENT/MATERIALS.

### 1 Purpose.

To make use of microcomputers in the performance of transportation planning and database management.

### 2 Previous Work.

A microcomputer was initially purchased to run the MicroTRIPS model and maintain transportation planning data. That work station is no longer adequate to run the upgraded version of TRIPS and is currently being used for report preparation in support of Calhoun Area Transportation Study. A GIS network with work stations was leased and is being used for transportation, land use, and mapping needs. One of the 486DX work stations is being utilized to run TRIPS. A usage-tracking system for cost allocation of the GIS equipment usage was begun and continues. Two traffic counters were purchased and have been used to conduct traffic studies.

### 3 Methodology.

Continue the lease and cost allocation schedules for the GIS network and work stations. Obtain additional traffic counters and compatible hardware and software to analyze the results. Upgrade existing equipment as required to perform tasks and maintain upgrades to existing software.

### 4 Product.

Transportation equipment that provides the best support for the transportation planning program.

### 5 Staffing.

East Alabama Commission

### 6 ISTEA Factors Considered.

13

### 7. Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
PL	FHWA	\$ 5,000
Local Match	EARPDC	1,250
Sec. 8	FTA	1,100
Local Match	EARPDC	275
TOTAL		\$ 7,625

## TASK 10. TRANSPORTATION TRAINING.

### 1 Objective.

To keep the MPO transportation staff aware of new techniques and ideas in transportation planning.

### 2 Previous Work.

Transportation staff have attended workshops sponsored by the Department of Transportation and the Federal Highway Administration. Relevant journals have been subscribed to and some books have been purchased.

### 3 Methodology.

Staff will attend relevant workshops. Books and journals related to transportation planning will be purchased.

### 4 Product.

A transportation planning staff that is knowledgeable and aware of current developments and trends in the field.

### 5 Staffing.

East Alabama Commission

### 6 ISTEA Factors Considered.

13

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
PL	FHWA	\$ 12,200
Local Match	EARPDC	3,050
Sec 8	FTA	1,350
Local Match	EARPDC	338
TOTAL		\$ 16,938

## TASK 11. PLAN REAPPRAISAL.

### 1 Purpose.

To prepare the 2015 Long Range Plan To continue the calibration of the transportation model To update the transportation database required for plan formulation

### 2 Previous Work.

Adjusted urban area and study area boundaries were adopted in response to the 1990 census Previously, several boundary changes have been approved 1990 employment data was compiled and assigned to traffic zones in the study area A transportation plan for the year 2004 was adopted in 1986 Several plan amendments have since been approved. A traffic operations and safety study was performed in 1977 by a private consultant

### 3 Methodology.

Socio-economic and land use data will be used to assign trips to the network which will be compared to ground counts Alternatives to constructing new facilities will be investigated and the results compared to determine the most cost effective measures for managing traffic in the study area. Land use and environmental data necessary for plan preparation will be used The inventory and analysis phase of the long-range transportation plan update will be initiated. Increase public involvement and seek the input of citizen's groups in the development of the Transportation Plan

### 4 Product.

A transportation plan that reflects the best mix of projects to meet the future transportation needs of the study area

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### 6 ISTEA Factors Considered.

1,2,3,4,5,6,7,8,10,11,12,13,14

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 2,317
State Share	ADOT	579
PL	FHWA	25,200
Local Match	EARPDC	6,300
Sec 8	FTA	1,200
Local Match	EARPDC	300
TOTAL		\$ 35,896

## TASK 12. AIR QUALITY.

### 1 Purpose.

To provide an analysis of air quality as affected by the existing transportation system and the forecasted travel demand. To ensure that any transportation plans for the urbanized area meet the air quality standards and are coordinated with planning conducted pursuant to the Clean Air Act.

### 2 Previous Work.

The Alabama Department of Transportation has been responsible for monitoring emissions within the urbanized area.

### 3 Methodology.

The transportation plan will be evaluated to determine the quantity of particulate matter emitted by traffic volumes assigned to the existing and future networks. Investigations of air quality will be a continuing effort of the Alabama Department of Transportation.

### 4 Product.

Continued air quality analysis of the urbanized area.

### 5 Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation

### 6 ISTEA Factors Considered.

13

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 850
State Share	ADOT	213
TOTAL		\$ 1,063

## TASK 13. CONGESTION MANAGEMENT.

### 1 Purpose.

To assist in the preparation of a Statewide Congestion Management System.

### 2 Previous Work.

The Alabama Department of Transportation is responsible for preparing guidelines for Congestion Management within the urbanized area

### 3 Methodology.

The Alabama Department of Transportation will develop the Statewide Congestion Plan with the assistance of the MPO staff, the MPO will provide traffic counts and/or projections of specific Congestion Management System (CMS) sites.

### 4 Product.

A Statewide Congestion Management System that includes the local study area.

### 5. Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission

### 6 ISTEA Factors Considered.

1,3

### 7 Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$ 15,000
State Share	ADOT	3,750
PL	FHWA	5,500
Local Match	EARPDC	1,375
Sec 8	FTA	850
Local Match	EARPDC	213
TOTAL		\$ 26,688

## TASK 14. BICYCLE PLANNING.

### 1. Purpose.

To develop a plan to design bicycle routes in the Calhoun Area Transportation Study

### 2. Previous Work.

Inventories are being conducted for existing bike paths and their conditions, along with possible locations for future bike paths.

### 3. Methodology.

The staff of EARPDC will identify possible bicycle routes. The staff will obtain information from local bicycle organizations to obtain their input on the process. The staff will prepare a map of suitable bicycle routes in the urbanized area

### 4. Product.

A bicycle route plan that will result in increased use of the public facilities in the urbanized area

### 5. Staffing.

East Alabama Regional Planning and Development Commission

### 6. ISTEA Factors Considered.

1,2,3,4,5,6,7,8,9,10,13,14

### 7. Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$7,500
State Share	ADOT	\$1,875
PL	FHWA	6,500
Local Match	EARPDC	1,625
Sec 8	FTA	800
Local Match	EARPDC	200
TOTAL		\$18,500

## TASK 15. INTERMODAL MANAGEMENT

### 1. Purpose.

To assist the State in the development of an Intermodal Management System (IMS) for the Calhoun Area Transportation Study.

### 2. Previous Work.

The EARPDC has been working with municipalities on the development of a multi-modal station for downtown Anniston. Inventories are being conducted to locate and identify condition and access of other intermodal stations throughout the urbanized area.

### 3. Methodology.

The Alabama Department of Transportation will develop an Intermodal Management System with the assistance of the MPO staff; the MPO will identify potential concepts for intermodal facilities, research efficiency measures and performance standards, collect/maintain relevant data, evaluate existing facilities performance, and establish strategies for linking the various modes of transportation within the existing Urbanized Area.

### 4. Product.

A statewide Intermodal Management System that includes the local study area.

### 5. Staffing.

Bureau of Multimodal Transportation, Alabama Department of Transportation, and East Alabama Commission.

### 6. ISTEA Factors Considered.

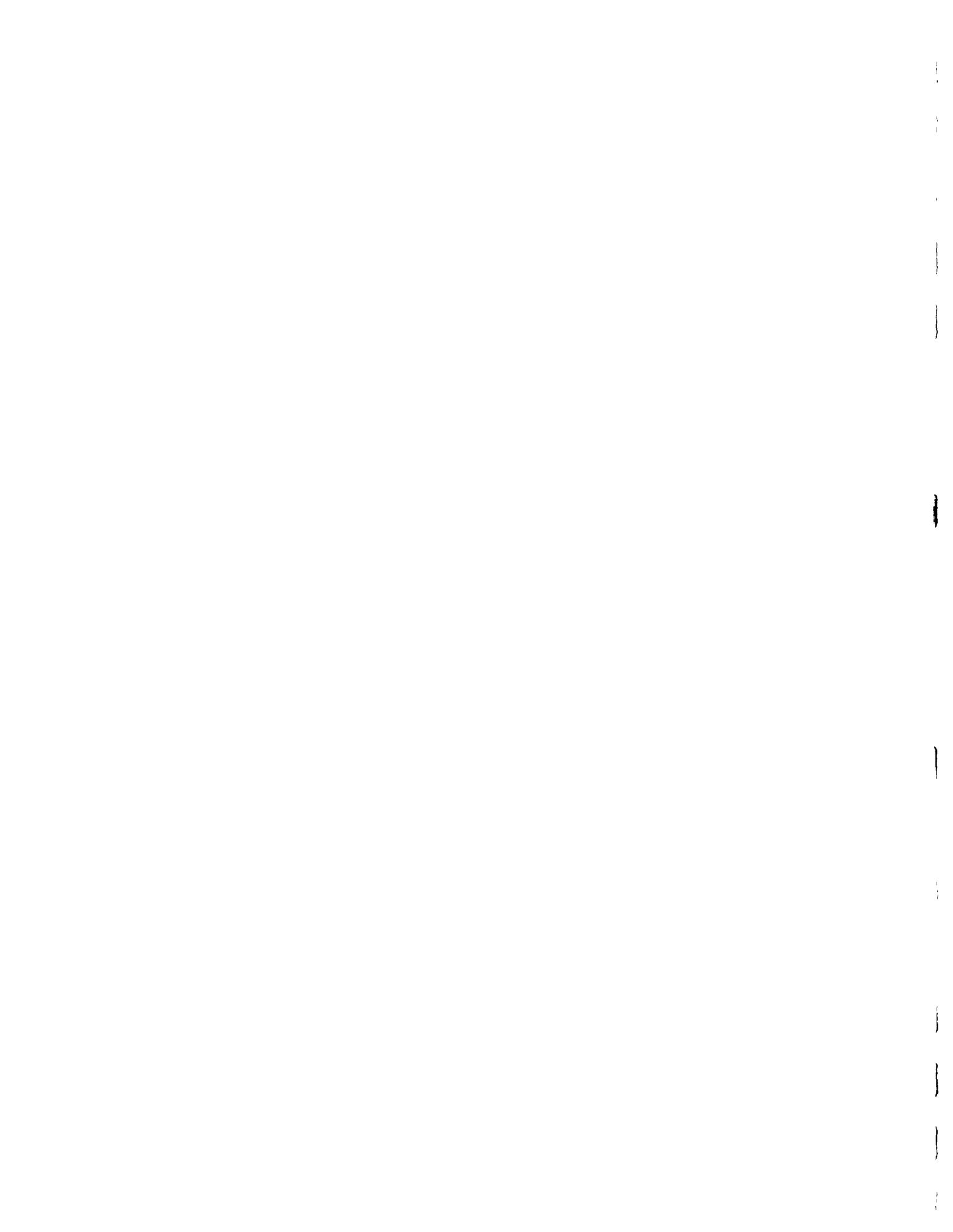
1.3

### 7. Financial Responsibility.

<u>Type</u>	<u>Source</u>	<u>Amount</u>
HPR	FHWA	\$7,500
State Share	ADOT	\$1,875
PL	FHWA	7,300
Local Match	EARPDC	1,825
Sec 8	FTA	500
Local Match	EARPDC	125
TOTAL		\$19,125



**PART IV. BUDGET**



FY 95 - 96

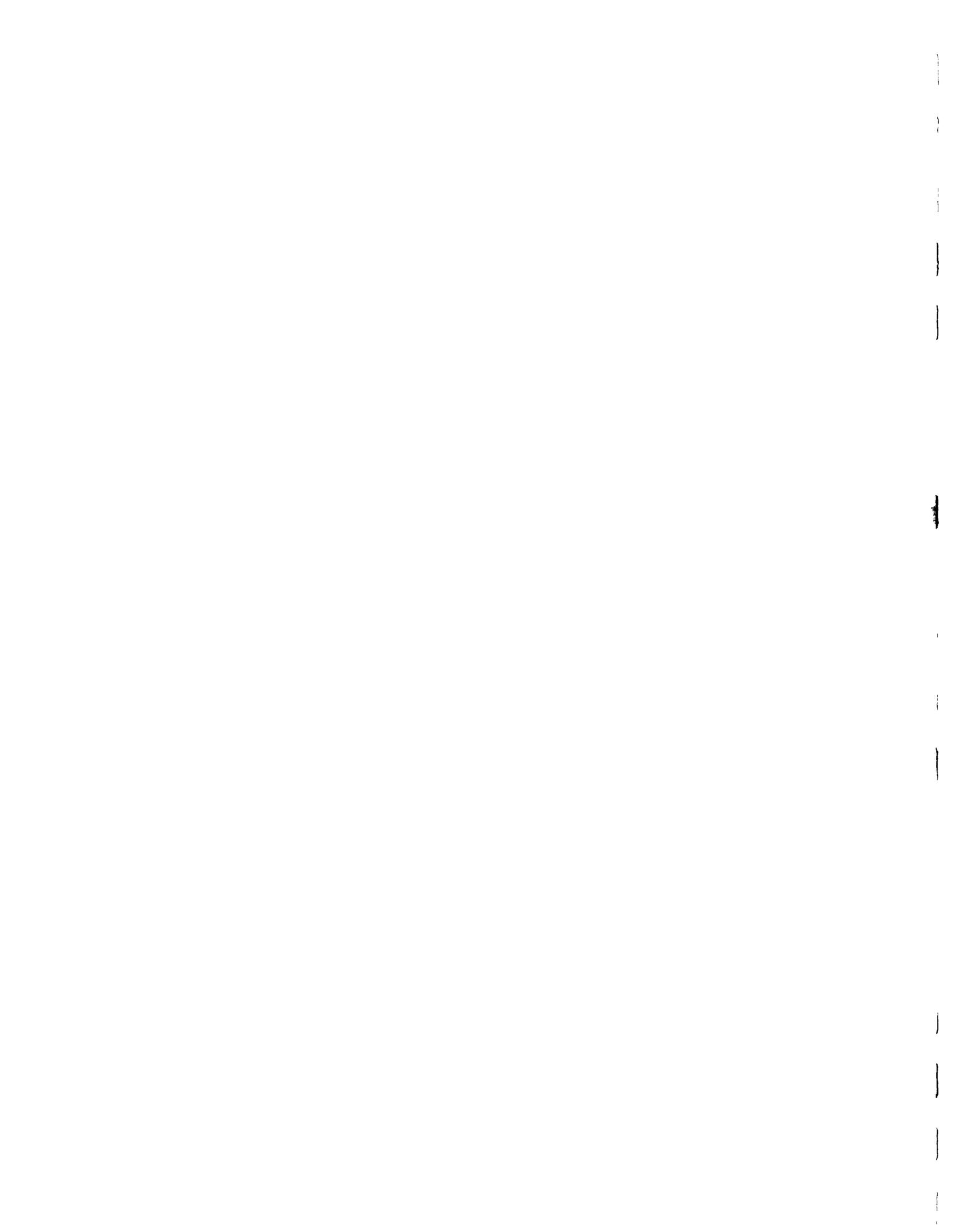
**BUDGET SUMMARY**

**BY JURISDICTION OF WORK**

TASK		MPO	AHD	TOTAL
TASK 1	ADMIN & MANAGEMENT	\$40,875	\$5,719	\$46,594
TASK 2	PREPARE TIP	\$7,126	\$3,995	\$11,121
TASK 3	PREPARE UPWP	\$5,438	\$6,153	\$11,591
TASK 4	MASS TRANS PLANNING	\$13,266	\$0	\$13,266
TASK 5	MBE/DBE ACTIVITIES	\$2,625	\$0	\$2,625
TASK 6	SERVICE & STUDIES	\$26,000	\$19,688	\$45,688
TASK 7	PRIVATE ENTERPRISE ACTIVITIES	\$1,250	\$0	\$1,250
TASK 8	SURVEILLANCE & DATA MGMT	\$77,983	\$17,500	\$95,483
TASK 9	TRANS PLNG EQUIP/MATERIAL	\$7,625	\$0	\$7,625
TASK 10	TRANS TRAINING	\$16,938	\$0	\$16,938
TASK 11	PLAN REAPPRAISAL	\$33,000	\$2,896	\$35,896
TASK 12	AIR QUALITY	\$0	\$1,063	\$1,063
TASK 13	CONGESTION MGMT	\$7,938	\$18,750	\$26,688
TASK 14	BICYCLE PLANNING	\$9,125	\$9,375	\$18,500
TASK 15	INTERMODAL MANAGEMENT	\$9,750	\$9,375	\$19,125
TOTAL		\$258,937	\$94,513	\$353,453

## FY 95-96 UPWP BUDGET

	a	b	c	d	e	f	g	h	a+c+f	b+d+g	TOTAL
	HPR	STATE SHARE	FHWA PL	LOCAL MATCH	TOTAL PL	FTA SEC 8	LOCAL MATCH	TOTAL FTA	FEDERAL SHARE	STATE/LO SHARE	
TASK 1 ADMIN & MANAGEMENT	4,575	1,144	30,000	7,500	37,500	2,700	675	3,375	37,275	9,319	46,594
TASK 2 PREPARE TIP	3,196	799	5,250	1,313	6,563	450	113	563	8,896	2,225	11,121
TASK 3 PREPARE UPWP	4,922	1,231	4,000	1,000	5,000	350	88	438	9,272	2,319	11,591
TASK 4 MASS TRANS PLANNING	0	0	8,000	2,000	10,000	2,613	653	3,266	10,613	2,653	13,266
TASK 5 MBE/DBE ACTIVITIES	0	0	1,600	400	2,000	500	125	625	2,100	525	2,625
TASK 6 SERVICE & STUDIES	15,750	3,938	18,300	4,575	22,875	2,500	625	3,125	36,550	9,138	45,688
TASK 7 PRIVATE ENTERPRISE ACTIVITIES	0	0	500	125	625	500	125	625	1,000	250	1,250
TASK 8 SURVEILLANCE & DATA MGMT	14,000	3,500	58,686	14,672	73,358	3,700	925	4,625	76,386	19,097	95,483
TASK 9 TRANS PLNG EQUIP/MATERIAL	0	0	5,000	1,250	6,250	1,100	275	1,375	6,100	1,525	7,625
TASK 10 TRANS TRAINING	0	0	12,200	3,050	15,250	1,350	338	1,688	13,550	3,388	16,938
TASK 11 PLAN REAPPRAISAL	2,317	579	25,200	6,300	31,500	1,200	300	1,500	28,717	7,179	35,896
TASK 12 AIR QUALITY	850	213	0	0	0	0	0	0	850	213	1,063
TASK 13 CONGESTION MGMT	15,000	3,750	5,500	1,375	6,875	850	213	1,063	21,350	5,338	26,688
TASK 14 BICYCLE PLANNING	7,500	1,875	6,500	1,625	8,125	800	200	1,000	14,800	3,700	18,500
TASK 15 INTERMODAL MANAGEMENT	7,500	1,875	7,300	1,825	9,125	500	125	625	15,300	3,825	19,125
<b>TOTAL</b>	<b>75,610</b>	<b>18,904</b>	<b>188,036</b>	<b>47,010</b>	<b>235,046</b>	<b>19,113</b>	<b>4,780</b>	<b>23,893</b>	<b>282,759</b>	<b>70,694</b>	<b>353,453</b>



# FY 95 – 96 UPWP LOCAL MATCH

October 1, 1995 – September 30, 1996

\$207,149 – Federal Share

\$51,790 – Local Match

\$258,939 – Total

Participants	% Pop.	Oct 1 Dec 31	Jan 1 Mar 30	April 1 June 30	July 1 Sept 30	Total
Calhoun County	25%	2,486.88	2,486.88	2,486.88	2,486.88	9,947.50
Anniston	40%	3,979.00	3,979.00	3,979.00	3,979.00	15,916.00
Hobson City	1%	99.00	99.00	100.00	100.00	398.00
Jacksonville	16%	1,591.60	1,591.60	1,591.60	1,591.60	6,366.40
Oxford	14%	1,392.65	1,392.65	1,392.65	1,392.65	5,570.60
Weaver	4%	397.90	397.90	397.90	397.90	1,591.60
Subtotal	100%	9,947.03	9,947.03	9,948.03	9,948.03	39,790.00
FHWA (Mapping)		\$3,000	\$3,000	\$3,000	\$3,000	\$12,000
Total		\$12,947	\$12,947	\$12,948	\$12,948	\$51,790